

Comments
<i>From Title VI forms</i>
I'm concerned at the expenditure of public funds on a neighborhood that's already well-served in general. Replacing a deteriorating bridge is a good idea, but adding new surfacing to a perfectly usable – if often muddy – trail seems like overkill. However, I'm willing to believe some modification may be needed. But please let's keep this to an appropriate scale.
<ol style="list-style-type: none"> 1. Prefer to keep trail in present condition, with exception of improved drainage. 2. Support new sidewalk access to bridge. 3. Can support crushed stone surface but strongly oppose asphalt
I am against the paving of the trail to the east of the rec center. It seems unnecessary. It's a short part of the trail, a natural greenway, and there's already access via Sherier.
<p>I live in one of the last two houses to abut the trail portion of the project as it passes the Sherier/Nebraska Loop, and I am very excited that the trail is going in. The trail by my house has been plagued by poor drainage, and I am looking forward to this project addressing that issue.</p> <p>The staff at the April 10 meeting did a fantastic job presenting their work and patiently answering neighbor questions. I was delighted by both what they said and how they said it, and I can't wait to having the project go in. The design work is fantastic.</p> <p>I would love to see a sidewalk extend from MacArthur to the Capital Crescent trail along Arizona, but I recognize that is another project.</p>
<i>From comment sheets</i>
<p>Keep ramp on east side – very difficult to cross Arizona Ave. Mesh should not be chain link</p> <p>I prefer bluestone (for the trail). Decomposed granite would be nice without border.</p> <p>Very important – eliminate 5' wide extension past Sherier/Nebraska – bikes not allowed in Battery Kemble Park (NPS)</p> <p>Will you block truck access at Sherier/Neb? Truck access should only be at Chain Bridge to avoid trail damage</p>
<p>Please improve the walking trail, including children's bikes – no lights, signage, trash cans, benches – just a trail we can use.</p> <p>Yes trail – current muddy situation is awful – any new surface would be preferable for strollers, scooters, wheelchairs, walkers, youth bikers</p> <p>Yes – parallel chord box truss.</p> <p>Extend westbound sidewalk to Carolina Place</p> <p>Also will help with bugs/standing water</p> <p>Crushed stone preference</p>
<p>What is the lifespan? The existing bridge is new in my opinion and taxpayer \$ are spent needlessly when there is no maintenance. Please use low/no maintenance materials since DC is notorious for spending vast amounts of \$ with no funds for maintenance.</p> <p>I prefer the trail as it is with some drainage in wet areas</p> <p>Yes, several years ago the vast majority at a trail meeting and a survey wanted it left as is</p> <p>Why are you this when we have the C&O, existing trolley ROW, sidewalks, etc? Who owns the ROW?</p>
<p>Black color for bridge preferred</p> <p>Decomposed granite, pewter preferred</p> <p>Absolutely strongly oppose asphalt in any form</p>
<p>Parallel chord box truss works fine, in black</p> <p>I appreciate the effort to make the train as natural as possible</p> <p>I strongly object to this as an opening move to creating a bike path to Georgetown. I don't see the East trail section as a useful expenditure.</p>

Pedestrian Bridge Over Arizona Ave: Public Comments Received

Comments
<p>All of them (bridge options) look good.</p> <p>Pervious asphalt please (trail).</p> <p>No (no additional information needed) – build it now!</p>
<p>No chain link, please. Current design very ordinary. Would be nice to have a more innovative design.</p> <p>The trail is a treasure of green space. Wonderful for hiking and walking dogs. Bicycles would change that! Why do you need two access ramps?</p>
<p>Nonpervious surface along the trail</p> <p>Extend the sidewalk on Arizona from Sherier to Carolina Place NW</p>
<p>Please reconsider the ramp access on Sherier Place. This bridge access would impact significantly our family's privacy and security as well as potentially require tree removal. This aspect of the project is a want to have no something that needs to happen</p> <p>No – please do not put pedestrian access on the south side of Arizona at Sherier Place. This addition of pedestrian access would be detrimental</p> <p>Please no new pedestrian access ramp as it would impact our safety and security</p>
<p>It's scandalous to be spending this sort of money here when so many neighborhoods are hurting, can't even dream of a trail.</p> <p>Mud is good. Leave the trail as is. We don't need bicycles speeding on it as we walk dogs and kids play.</p> <p>The Palisades doesn't need any more hard surfaces, it's not downtown but a rustic neighborhood.</p> <p>Bikes already have a trail. Save your money for a <u>poor</u> neighborhood!</p>
<p>(bridge) I thought the horizontal slats were attractive as was the silver color. Two ramps are preferred to one as crossing Arizona at Sherier is a bit of a risk</p> <p>(trail) I would like as soft a material as possible as I plan on running on the trail.</p> <p>Your staff and contractors were very helpful, courteous, and informative.</p> <p>I have no outstanding questions.</p>
<i>From sticky notes placed on meeting boards</i>
<p>Let's enable more people to walk and ride their bikes to the Palisades Rec Center – please pave the trail</p>
<p>Please no paving – grading is fine! No lighting!</p>
<p>This is a fantastic public space and should be accessible to more people</p>
<p>No bike path! This is a treasured greenspace and hiking trail</p>
<p>No paving or lighting</p>
<p>Please no paving! This is a hiking trail!</p>
<p>Please pave the trail – more people need to be able to use it!</p>
<i>From emails submitted after the April 10 public meeting</i>
<p>As the public meeting changed I could not make it, but I have some concerns.</p> <p>. Why are we spending public resources in a bridge that is fixable? Didn't it will be more environment sound to keep it?</p> <p>.How much it will benefit the Palisades or damage it by encourage out of the city using it as a highway?</p> <p>. Why are you using the maximum clearance which probably will attract bigger trucks to a residential area that already suffering from high traffic in a regulated area that causes a lot of safety and public health issues?</p>
<p>Good Afternoon Anna,</p>

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<p>My husband, Scott Hoffman and I live at XXX Galena place, NW DC – we are the one of the properties that would most be impacted by the proposed Palisades Trail Project (see picture of our house with trail attached). Please see below for some of our concerns/comments for the preliminary design phase of the project that was shared at the April 10th meeting (that we were unable to attend).</p> <ul style="list-style-type: none">• We have a major water issue coming down from the trail and flowing into our front yard, around our house and ending up by our back side door. When the rain is very hard this backs up into our basement. We would want to make sure there is drainage systems being built into the trail, if not the water issue will only get worse for many of the downhill neighbors• All of our bedrooms (see upper 3 windows) face the trail, the lighting must be low level or it will be bright lights in all of our kids bedrooms• Kids often play on this area of the trail so would be concerned about speed of bikes if trail is paved- what are surface options?• We have quite a large amount of mature landscaping on that side of our house, would like to understand construction process and how our fence/yard will be protected along with timing of construction <p>Happy to have a conversation about any of this and please let me know when the later phases public engagement meetings will be taking place. Thank you and talk soon!</p> <p>-Jamie</p> <p>Jamie Hoffman</p>
<p>Hello, Ms. Bentley --</p> <p>Thank you again for spending a few minutes with me yesterday to explain the overall context of the project and the charge given to the design team.</p> <p>My wife and I have lived on property adjoining the old trolley path for over 28 years. We raised two kids here who used the path frequently to meet friends or bike to school. My wife and I often use the path for walks through the neighborhood.</p> <p>My most emphatic point is that this path should remain a neighborhood connection path, not a through commuter bike road to downtown. Kids, older neighbors, joggers, and birdwatchers should feel safe as they use it to amble in the neighborhood. We already have the Capital Crescent Trail for commuters and do not need or want another.</p> <p>The neighborhood path should be designed to keep speeds low. In particular, I strongly support crushed gravel or granite as the surface for the path. The more natural-looking, the better. I oppose any sort of asphalt surface since it encourages excess speeds.</p> <p>I strongly support no lighting at all along the path. If lighting must be incorporated it should be very low level and unobtrusive. There should be no lights shining into windows of adjoining houses, including mine.</p>

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<p>My property is directly downhill from the old trolley path. Decades of erosion have sloped the old path downhill, leading to excess stormwater runoff problems for me and many other downhill neighbors. I have four sump pumps to help with the drainage; I know one neighbor who has five.</p> <p>The path should be designed carefully to capture uphill runoff and divert it appropriately to drains, not downhill properties.</p> <p>In summary I would support the project IF:</p> <ul style="list-style-type: none">-- The path remains a neighborhood connector, not a through commuter route-- The surface is crushed granite, not asphalt, and designed to keep speeds low-- No lighting is used. If lighting must be incorporated it should be low level and not shine into windows-- The path is designed to properly manage runoff and minimize drainage to downhill properties. <p>Last, I mentioned yesterday that the previous owner of my house is a litigating attorney. On behalf of nearby neighbors, he challenged the original construction of the Arizona Ave bridge. Their concerns were based on concerns similar to mine plus the complete absence of public participation at the time.</p> <p>That case was settled in 1982. The settlement captures the long-standing and consistent concerns of neighbors dating back decades. I'll attach that settlement for your information.</p> <p>Thank you again for your excellent outreach and willingness to listen. I look forward to meeting you at a future public meeting on the project. Please feel free to call or email me if I can assist in any way.</p> <p>Geoff Grubbs</p>
<p>I am a neighbor and frequently walk over the trail from Galena to the Palisades Park. I normally walk there with my dog. When my children were little it was a very safe and easy way to get to the park, whether they walked, biked, or i pushed the stroller.</p> <p>I am concerned that the surface could change from a natural dirt surface to asphalt. I think this would change the character of the neighborhood and the trail.</p> <p>I strongly believe the trail should retain its natural character, and frankly see nothing wrong with the way it is in the stretch from Galena to Arizona. From the park to Chain Bridge RD, it is frequently muddy and wet, and perhaps some improvements should be made there to make it more walkable. But I do not want an asphalt trail. This would look unnatural and completely change the character and experience of the trail and diminish the quality of my experience.</p> <p>Nothing about the current surface from Galena to Arizona makes it difficult for walkers, bikers, dogs, strollers and I really like it the way it is.</p> <p>I am an avid cyclist and am strongly opposed to this being paved with asphalt. I can take the CCT or ride on the road.</p> <p>Sincerely, Jill Minneman XXX Cathedral Ave NW</p>
<p>Anna and Zahara,</p> <p>I am really excited to hear about the plans for the pedestrian bridge and trail improvements. As a Palisades resident, bike rider, and dog walker I would love to see this</p>

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<p>wonderful access way for me and my family to walk or bike safely to the Palisades Rec Center. Thank you so much for your efforts regarding this much needed project.</p> <p>Sincerely,</p> <p>Carly Smith XXX MacArthur Blvd NW</p>
<p>Anna,</p> <p>My husband and I have reviewed the presentation. We appreciate your willingness to listen to community input. We have several concerns and comments about the future of the trolley path.</p> <p>We live at XXX Galena Place NW, one house off the path. On the downhill side.</p> <p>In our view, there is only one substantive reason to renovate the path, and that is to remedy extreme problems with drainage that affect our home and nearby homes on the downhill side (toward the canal). We experience severe runoff from the trolley trail that floods our yard and basement repeatedly. It has worsened over the years as development has been allowed to increase uphill from the path. We have 2 sump pumps and have spent thousands of dollars addressing drainage issues; it is still a problem for us and our neighbors.</p> <p>So we strongly support changes to the path that will divert the runoff away from properties downhill from the path.</p> <p>However, we do not support changing the surface of the path to asphalt or concrete or another substance that will turn the path into a commuter route. We oppose a hard surface because it will encourage high-speed bicycle and scooter traffic. The path is to remain primarily a walking path for neighborhood use to connect residents with the recreation center and park. Crushed gravel would be OK.</p> <p>Also, we have concerns about adding lighting to the path. We already are experiencing adverse affects from too-bright street lighting on Galena Place and Dorsett Place that has changed our ability to enjoy our home and bedroom at night.</p> <p>Therefore, we support no added lighting to the trolley path. There is adequate light already seeping onto the pathway from nearby street lights.</p> <p>To recap, we believe any changes to the path should:</p> <ol style="list-style-type: none">1. Eliminate drainage into the downhill properties.2. Add NO lighting3. Retain a low-speed surface such as gravel (NO hard surface such as asphalt). <p>Thank you for considering our views. Please feel free to contact us if you would like any further information about our experiences. We have lived on Galena Place for 23 years and use the path frequently, and value its continued use as a neighborhood walkway.</p> <p>Marcia Bullard</p>

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<p>Tom McNamara XXX Galena Place NW</p> <p>Hi Anna,</p> <p>I have heard about the upcoming meeting and some of the proposed changes to the bridge over Arizona and the trail leading to it in the Palisades. I am a neighbor on Sherier Place at Galena, and I want to voice my opposition to any proposed paving that is being considered. I won't be able to attend the meeting but wanted to share my opinion.</p> <p>My family uses this trail daily to access Palisades Park. The trail is wonderful in its natural state, a quiet and peaceful place enjoyed by many. In its current form, it is safe for children, walkers, joggers and dog-walkers to use. We love it just as it is and are concerned that paving the trail would simply be unnecessary and ruin the magical quality that this trail has for many of us. I understand that cyclists would like to have a smoother terrain, but I see no issue with cyclists having access as it is now. Those who want a high-speed ride can take the Capitol Crescent Trail, right nearby.</p> <p>Thank you, Leanne Mos</p>
<p>Good evening Anna,</p> <p>I live in the Palisades neighborhood on Sherier Place (near Galena) and have heard about the proposed changes to the foot bridge over Arizona and the trail leading to Palisades Rec Center.</p> <p>I would like to clearly and loudly voice my opposition to any proposed paving that is under consideration.</p> <p>My wife, children and I use this trail daily to access Palisades Park. The trail is safe, quiet, clean, natural and peaceful. It can be enjoyed by children on their own, together as a family, by me or one of us with our dog – however we would like. Paving this trail would change it dramatically, create danger and discomfort, and ruin the natural and neighborhoody qualities.</p> <p>While I appreciate that cyclists would like more space and routes, the Capital Crescent trail is just a few blocks away – and is a magical place for bikers to be. Taking away the natural path from our neighborhood is not necessary.</p> <p>I understand that there is a meeting soon about this issue, but I will unfortunately not be able to attend. I wanted to share my opinion for the record.</p> <p>Thank you,</p> <p>----- Jake Weinstock</p>
<p>The bridge considerations and construction look well thought out – and I am sure necessary</p> <p>My big negative issues are with proposed trail modifications to make into a road of sorts for cyclists – this I do not support for the reasons previously stated</p>

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I appreciate you sharing this information
<p>Hello Anna, PAL neighbors have provided me your contact since I was unable to attend the DDOT meeting in April. Thank you for being a point of contact.</p> <p>I use the trail daily and am <u>very much opposed</u> to changing the natural surface of the trail. People, bikes, strollers, and my 90+ year old neighbor with her dog and walker are using the trail on a daily basis (especially in this glorious weather). Below this, I have included 2 photos of my neighbor, in her yellow sweater, walking the trail before the leaves popped last week.</p> <p>The trolley trail should remain a green-way. Please allow me to provide some perspective and some background as a short list, with relevant questions:</p> <p>1) Updating the safety and sustainability of the pedestrian bridge makes good sense. --Where and when can the public access the "Geotechnical" and "Environmental Documentation"? --How, and for how long, will traffic be managed/impacted? How, and for how long, will neighbors be impacted?</p> <p>2) The local biking advocate(s) who has been lobbying to "pave the trail" for 3-4 years have recruited bikers from Maryland and Virginia to attend our neighborhood meetings. (I consider this foul play and unethical.)</p> <p>3) The Capital Crescent Trail is VERY close by, and is used by 2-wheel commuters everyday.</p> <p>4) MacArthur Blvd is also used daily by 2-wheel commuters.</p> <p>5) Palisades geography and terrain, where all water leads to the Potomac, is a incredibly relevant and important issue. --Is there a WSSC study included in the "Environmental Documentation" or "Geotechnical Assessment"? --Where can the public access the "Environmental Documentation"?</p> <p>Neighbors have also discussed budget, planning, and impact issues that I will leave for the next public meeting, or your follow-up.</p> <p>Cc'ing Zhara and Mary Cheh's office here as well, since many feel the government/elected interest seems lackadaisical to the Palisades constituency that opposes paving the trail.</p> <p>Thank you for your time and attention, and I look forward to discussing and learning more. Best, Anne Beyersdorfer</p>
<p>Good afternoon Ms. Bentley,</p> <p>Thank you for allowing those of us who could not make the rescheduled DDOT to have a voice in the</p>

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<p>process. I get the feeling that we are being steamrolled by a few people who a) have an interest in seeing the backtrack paved (and any gravel IS paving) for their recreation/commuting purposes OR b) have friends in the paving business and are trying to line their pockets. There's no money to be made in leaving things alone.</p> <p>And leaving things alone, at least as far as the backtrack is concerned, is what I am arguing for. Fix the bridge -- fine. Paving the path will have many negative effects: increasing run-off (for which I am billed EXTRA from DCWASA?!), harming native species who would suffer with the addition of unnecessary gravel, creating a surface that needs regular and expensive upkeep, taking away a beloved close-in place where nature lovers can get in touch with the beauty around them and, on rainy days, get their boots muddy -- that's a good thing! If people want to keep their shoes clean, let them walk the sidewalks. Why are we paving paradise? Speeding commuting bikers can use MacArthur Blvd and the Crescent Trail. Off-road bikers get to use our funky, messy backtrack. Where will they ride if you pave it all?</p> <p>I know part of the plan is for these path "improvements" to encourage folks to park down on Chain Bridge Rd. Well, heck, if they haven't done it now, a slick black strip (adding to the global temperature?!) heading to the park isn't going to make it happen.</p> <p>Please consider leaving it all well enough alone. My family and I use this path every day. I wish more people would -- this is a not a NIMBY situation! But please do not rob us of a greenway. To paraphrase the American Farmland Trust slogan, "Green space lost is green space lost forever."</p> <p>We need more green and less black(top).</p> <p>Yours sincerely,</p> <p>Kim Snedden Chain Bridge Rd NW</p>
<p>Anna,</p> <p>I would like to second all that Ms. Beyersdorfer pointed out below. The red barn in the photo below is my backyard of 24 years at XXX Sherier Place. We are vehemently opposed to the further destruction of the little remaining green space we have left beside the park. Since the fields are heavily used almost all the time, this is the space I see kids and families using to casually throw a ball, walk a dog, gather, or wait for a pickup in the parking lot, etc., since there is no other place left here for them to do so.</p> <p>We walk on this greenway every day, as do most of my neighbors and the folks from the other side of Arizona. It is mowed along with the fields anyway, so why not make some small effort to improve the grade if necessary and throw a little grass seed out there? This part of the Palisades has been built-up and paved-over to the point that it bears little semblance to the lovely bucolic part of the city that we all gravitated to in the first place.</p> <p>This proposed "improvement" is no improvement at all. The soccer field was one thing, the new rec center another, and now this effort to take the small amount of nature that remains, and which</p>

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<p>functions perfectly well as it is, is just too much.</p> <p>Respectfully,</p> <p>Jackie Dunn XXX Sherier Place, NW</p>
<p>Ms. Bentley-</p> <p>Thank you for the opportunity to weigh in. I agree whole-heartedly with Kim Snedden.</p> <p>When our community felt steamrolled on the Community Center, we organized and rose up and made ourselves heard. (At which point the city listened.) It looks like we need to do it again, making clear to Mary Cheh and the Mayor that we don't want development of our path. We and our children want diverse options for walking and biking. We have many paved options already. Let us also have a natural option. Please don't take away the path where children and adults can touch nature.</p> <p>Neighbors- It looks like we have to get organized again. I'm up for a meeting so that we can make our voices heard by Ms. Cheh and the Mayor. Let's take this offline and find time for a conference call or a meeting.</p> <p>J.B. Schramm Sherier Pl. NW</p>
<p>Dear Ms. Bentley,</p> <p>I apologize for not being able to be at the rescheduled trails meeting that was held on April 10th--I was planning on attending the original March 21 date.</p> <p>I've lived in the Palisades on Sherier Place, backing up to the Trolley Trail, for almost 22 years. Over the years I have attended enough meetings about the Trolley Trail that I've forgotten how many movements there have been to "fix it" or "pave" it, and I can't recall how many times neighbors have come forward in droves in opposition to paving the trail, not to mention how many letters I've written to city elected or employed officials or contractors on the subject. It was just two years ago that the recreation center was beyond-capacity packed at a community meeting, in overwhelming opposition to changing the condition of the trail.</p> <p>I am in strong opposition to--as I have stated many times in the past--changing the trolley trail. Some reasoning behind this:</p> <ol style="list-style-type: none">1. It is a rarity in a city to have a natural "green space" where children can safely play and chase fireflies and romp in their bare feet. It is without question a central treasure in the Palisades that we have this green space. It enhances our community. Our children spend more time outdoors than indoors there, playing frisbee or walking their dogs or learning to ride a bike. It (like Key School) is one of the reasons why Palisades families are not just neighbors but dear friends of one another. This "park-like" thoroughway that is connected to our recreation center is an important aspect of that. If it were paved, bikes would be zooming by. It would be more dangerous for children or dogs on leashes. I also don't believe maintenance would well maintained over time. Now there is a fairly good ritual of weekly mowing. Our green would become gravel.

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<p>2. DC has a larger population of birds and tree species than any other urban hub of its size. 70% of bee populations are soil-nesters. By placing crushed gravel over the dirt and grass trail, we are permanently erasing the bug and bee populations that live there. These species keep the trees, plants, and birds alive and functioning as an ecosystem. This is a tremendous mistake and has a very negative impact on our thriving natural urban environment.</p> <p>3. I am opposed to either paved or even "decomposed granite", as well as the general concepts of "all weather surfacing" and "natural LOOKING" trail (as stated in the proposal)---I would like to see an actually natural trail. Natural, as in grass sod or earth, as it is now. Better grading or drainage may (or may not!) be needed in some areas, but most of the trail, including the part between the bridge and the rec center parking lot, rarely has any standing water or mud.</p> <p>4. We have sidewalks less than 100 yards away that cyclists can use if they want pavement.</p> <p>5. We have the Crescent trail on the other side of the park for those who want a paved biking trail.</p> <p>6. Repairing or replacing the bridge is fine--it appears to need it. But I believe we should leave the rest of the trail alone!</p> <p>Thank you. Christy Halvorson Ross Sherier Place</p>
<p>To Whom It May Concern,</p> <p>I am writing as a resident of the Palisades neighborhood in NW Washington DC. I would like to express my support for the DDOT proposal to replace the AZ Ave pedestrian bridge and enhance the trolley trail with a crushed stone surface. Thank your for taking the time to note my preference.</p> <p>Best,</p> <p>Sara Tucker Nebraska Ave NW</p>
<p>Dear Ms. Bentley,</p> <p>As I was unable to attend the recent community meeting regarding the proposed changes in our immediate neighborhood, I am pleased to have the opportunity to register some of my thoughts about same.</p> <p>The Arizona Avenue pedestrian bridge plans do seem to improve the current situation, both structurally and aesthetically, and at first glance, I would support this change. However, there are several questions about the construction process and about the construction of the approach to the bridge that I have. But that is not why I am writing.</p> <p>My more serious concern is about the proposed changes to the trail leading from Arizona Avenue to</p>

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Nebraska Avenue. This is, as I am sure you've seen, a beautiful stretch of nature which many people enjoy everyday. It is rather wild and that is its beauty and value. The path is one of the features that gives this neighborhood its character - a place available to all and used by many. Paving this trail would totally change the character of the area, disturbing both flora and fauna that populate the space.

I have lived in this neighborhood, adjacent to this path, for nearly 30 years, and have enjoyed the use of it nearly everyday during that time. I see no benefit to anyone that would accrue by changing the current state of it. In fact, it would harm the surround.

Thank you for this opportunity.

Molly Donovan
Chain Bridge Road

Dear Ms. Bentley,

I am joining my neighbors to voice concerns regarding the proposed "improvements" to the old Trolley Trail running through the Palisades. I was unable to attend the public meeting, but I was able to review the slide deck recommending surfacing the Trail. The Trail is a welcome source of tranquil and natural green space for Palisades community walkers, hikers, and joggers. Many neighbors walk their dogs along the Trail. You should know that in a survey of residents conducted a few years ago by the Palisades Citizens Association, the highest number of votes supported the option to leave the Trail as green space (without any surface improvements). The Palisades community values having a dedicated natural walking Trail to commute to the recreation center, post office, shops, and Battery Kemble park. I agree with the points raised by my neighbors about preserving the Trail's natural beauty.

My concern is what justification there is to construct a hard surface that facilitates higher use and faster speeds by bicyclists. I am not anti-bicycle, I support DC's efforts to maintain a network of trails and road lanes dedicated to recreational and commuter biking. Currently, bicyclists use the Trail but, because it is not paved, maintain a low speed that does not threaten pedestrians and safely shares the right-of-way. I am concerned, however, about proposals to surface the Trail in order to promote increased bicycle traffic and speeds. On the Crescent Trail and local sidewalks, bicyclists already treat pedestrians as obstacles and hazards that need to yield to their right-of-way. I have had close collision calls on the Crescent Trail with aggressive bicyclists and witnessed two accidents with pedestrians. The Trolley Trail is one of the few safe places for small children and the elderly to walk in a green space without threat of being harmed by an aggressive bicyclist. There are at least two elderly residents who use walkers hike the Trail with their pets. I personally think that there are enough thoroughfares in the Palisades for bicyclists without adding the Trolley Trail. Please consider preserving its use for pedestrian traffic.

I agree with the proposed drainage improvements to the Trail that would reduce standing water. A regular regime of maintenance of the Trail by the city would also be welcome. Any improvements, however, need to be non-intrusive and conducive to foot traffic.

Thank you for considering my remarks.

Regards.

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<p>Ken Buckley and Baerbel Bernhardt XXX Chain Bridge Rd. NW</p> <p>As a former Chairman of the Rails-to-Trails Conservancy responsible for establishing rail-trails throughout the country, I recognize the value of paved trails. As a resident of the wonderful Palisades I recognize that we already have a fine paved trail in the Cap Crescent and absolutely do not need another. To pave the valuable Palisades Trolley Greenway Trail is moving irrevocably in the wrong direction for all the reasons so well stated by so many others. I add my voice and vote in opposition. -- Ginny Daly, XXX Potomac Avenue</p> <p>Ginny Daly "Anything worth doing is worth overdoing!"</p>
<p>Hi, Anna -</p> <p>I just wanted to send a quick email in support of the efforts to replace the pedestrian bridge over Arizona Avenue, improve access to the crossing and improve the surface condition of the trail. All three of the proposed structures are a great improvement over the existing bridge and the improved access would help ensure that the bridge gets more use from the community than it currently does. Ideally, it would be great to find a way to tie this into the capital crescent trail! (a longer term dream)</p> <p>Improving the surface of the trolley trail to something similar to the C&O towpath would be fantastic. While I wouldn't want to see similar improvements to the trolley trail between Reservoir Road and the eastern end of the reservoir where I think the trail is sufficient and has good drainage, the area in question clearly could use some help.</p> <p>Thanks, Tim Johnson XXX King Place NW</p>
<p>Dear Ms. Bentley:</p> <p>This is in reference to the proposal to pave the trolley trail that runs through the Palisades. I appear to fall into both camps on the two sides of this subject - I am a 20+ year resident of the Palisades and I ride a bike several thousand miles a year, including a lot of riding in and around the City.</p> <p>There is no reason to pave what is today a nice, natural and unique trail. Bikes don't need it, and I point to two facts here. The first is that there are already two paved access routes that parallel this trail - MacArthur Blvd and the CCT. Both handle hundreds if not thousands of riders each day, many of whom travel with speed and purpose. The second is that, should a bike user want to ride on the trail as is, they can, and that type of ride is the fastest growing segment of the entire bike industry - known as gravel or dirt. The great majority of bikes sold today can easily accommodate that trail, including road bikes. They might go slower, but that's not a bad thing, at all, given that the trail is used by walkers, dog walkers, etc., and bike speed is not a good thing when combined with recreational walking. To the argument that that bikes need pavement, I personally just rode a 75 mile race that included over 30 miles of similar unpaved surface, along with about a 1000 other riders, most of us on road bikes and it was wonderful. The idea that bikes have to have pavement, particularly for such a short stretch, is simply untrue and misleading.</p> <p>Probably going beyond your mandate, I would suggest that if riders through the Palisades want to</p>

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<p>improve things, the easier and significantly less expensive and disruptive approach would be to make it clear to drivers on MacArthur (through signage and lane markers) that bikes have a right to use the entire right hand lane from Loughboro all the way down past the Reservoir. This would facilitate intra-Palisades bike trips very well (including use for school commuting), and for those riders going further into downtown, the CCT is the much better and easier approach in the first place.</p> <p>I hope this perspective from someone who sits on both sides of the subject is useful, and feel free to contact me if you have any questions.</p> <p>Thanks, Ed Ryan</p>
<p>Hi Anna -</p> <p>I am a resident of the Palisades (XXX Nebraska Ave) and am writing to express my support for the new pedestrian bridge over Arizona Ave.</p> <p>I think this will be a great improvement to this greenway through our great neighborhood. It would make this trail more accessible to little kids learning to ride bikes, and connecting the palisades neighborhood on either side of Arizona by foot/bike traffic.</p> <p>Please help see this through!</p> <p>Best, Matt</p> <p>-- Matt Tucker</p>
<p>Hi Anna,</p> <p>I'm writing to express my support for DDOT's vision to replace the Arizona Avenue Bridge and upgrade the Trolley Trail in the vicinity of the Rec Center to be ADA-accessible, while retaining a natural surface.</p> <p>The proposed project is consistent with the Statement of Principles that the Palisades Citizens' Association unanimously adopted after a comprehensive process regarding enhancing non-motorized access to the Palisades Rec Center (full document is attached):</p> <p><i>Enhance pedestrian and non-motorized access to the site – e.g. improve drainage and remove obstacles along trails that lead to the facility. ADA accessibility and senior access should also be enhanced.</i></p> <p>Extending the Arizona Avenue sidewalk, enacting a pedestrian ramp on both sides of the bridge, and transitioning to a crushed stone surface will all contribute to the goal of encouraging more people to access the site in non-motorized ways as well as encourage drivers to use access points other than the main entrance parking lot. These changes will also greatly enhance safety by giving walkers, bikers, and stroller pushers a better way to cross Arizona Avenue via the bridge.</p> <p>I am aware that some people seek to retain an entirely natural trolley trail. But it's important to note that the proposed new surface will only be 10 feet wide, and the trolley trail is 30 feet wide. Both</p>

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<p>surfaces can co-exist. Also, I am aware that some people have concerns about high speed cyclists, but this trail is less than a mile in length and will have a crushed stone surface. Why would cyclists use such a trail unless they are looking to get around locally in our community? Rather, I think the kind of cyclists who will use this trail will primarily be families, children and casual adult cyclists.</p> <p>I do not pretend to speak for the Palisades, but I do think that the DDOT vision is a middle-of-the road solution and very modest in nature. I appreciate DDOT's leadership in advancing this project.</p> <p>Thank you,</p> <p>Avi Green XXX Sherier Place</p>
<p>Dear Ms Bentley,</p> <p>I apologize for not being at the meeting on April 10th- I was unaware that this issue had resurfaced (no pun intended) and that it was open to discussion again. I am a longtime resident of the Palisades (24+ years) and lifelong Washingtonian. I am greatly opposed to any sort of paving or crushed gravel or artificial surface on the Trolley trail.</p> <p>It is no secret that one of Washington's greatest assets are the large semi-wild spaces that cut through it- from Rock Creek Park, to Glover Archbold and Fort Dupont. These areas provide essential pathways to the animals that also live here and provide tranquil sanctuary to the quiet, hardworking humans that need them as well. Our Trolley track is such a space. It is our responsibility to protect all of these green-spaces. Personally I am not comfortable making a solo trip into the woods but the Trolley trail feels safe and offers all the benefits of "nature walk". The mud doesn't bother me but I would not be against some grading to help with drainage.</p> <p>I don't know if you have ever walked on the Crescent Trail but if you haven't then I suggest you do- you will then understand the concerns of the speeding traffic by bicycles. Take a child or dog and try to walk from Fletcher's up to our access stairway on Potomac. The cyclists speed by, shouting that they are about to pass you. It is a lovely path but also mainly a highway for bicycles. It is not a place where you can walk lost in peaceful thought and I mostly avoid it except in the middle of the day. I am all in favor of having routes for the bikes but turning a rare green-space into another easy access for the bikers seems unnecessary.</p> <p>I spoke with Mary Cheh about this on the phone when the neighborhood was meeting to weigh in about the rec center development- I emailed her and she called me that day. She told me that this paving (or however it is artificially altered) of the path going to be a separate issue and that I should be ready to make my voice heard if I was against it. I took that to mean that she understood that there was some voice or person driving that development. I am sorry that I am writing to you so late in the process- my conversation with Ms Cheh was probably a year and a half ago to two years ago.</p> <p>Please feel free to pass my letter on to anyone who would be interested and feel free to contact me.</p> <p>Sincerely, Lindsey Truitt</p>
<p>Hi Anna, I am writing to express my support for DDOTs vision for the project as proposed.</p>

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<p>-Natalie Silverman on Sherier Place</p> <p>Hello</p> <p>I heard about the meeting to discuss paving the greenway, and I am very sorry I missed it because I strongly object to losing this unique part of our neighborhood for many reasons from environmental to historical.</p> <p>I have lived here since 1994, and my children grew up running through the woods even though they lived in the city. I think this tradition should be preserved for the current and future children of the Palisades as well as the wildlife. Turtles, foxes, dogs and birds all enjoy the quiet of this path which would be destroyed by paving of any sort. This is the path the trolley took to out to Glen Echo and a gentle reminder of a busier time, but many of us chose this neighborhood for the relative quiet of trees and birds.</p> <p>That being said I am all for getting around on two wheels and am happy to share the road....but I believe the street is where serious bicyclists belong. Cyclists already "own" the Capitol Crescent Trail. It became a virtual freeway for bikes since it opened. Walking there is very unpleasant and often dangerous as many riders disregard the speed limit, and the same thing will happen to our little path if it is paved. If bikers need an alternative, then perhaps a designated lane on MacArthur Boulevard could be shared?</p> <p>If the bridge really does need to be fixed, I am okay with that. The added access to connect the sidewalks from both sides of Arizona would be helpful for those of all ages looking to avoid crossing Arizona, but I don't see this issue as a priority.</p> <p>Thank you all for listening.</p> <p>Please keep me in the loop.</p> <p>Lynda Cokinos</p> <p>XXX Cathedral Avenue</p>
<p>Dear Ms. Bentley,</p> <p>I attended the Palisades meeting on the trolley trail and would like to add to the comments I made there.</p> <p>First, I appreciate the need to renovate the Arizona Avenue bridge and applaud your efforts to ensure safe crossings of this busy street (and ask that you do this with minimal disruption to the people who live on the corner). That project seems like a fair use of taxpayer dollars.</p> <p>But laying out a permeable trail for the short stretch between the bridge and Nebraska Avenue seems like an extravagant expense for very little benefit. The path works really well already. I walk it all the time, have biked it and have pushed a stroller on it. While parts of it are sometimes muddy, I don't think it's bad enough to justify the expense of this project.</p> <p>What's more, I'm concerned about the environmental impact of resurfacing this trail. I was glad to be</p>

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<p>told at the meeting that asphalt is unlikely, but laying down permeable material would still destroy the nesting sites of bees and insects living there, to very little benefit.</p> <p>Please consider the possibility of leaving us with our wonderful grass trail.</p> <p>Thank you for your time and attention, Renee Blankenau Sherier Place</p>
<p>I'm writing to strongly support rebuilding the Arizona Ave pedestrian bridge. I live on Sherier and greatly value being able to access the Palisades Park without having to fight the aggressive traffic on Arizona.</p> <p>I feel that it is extremely important that project take as little time as possible so that the children on the west side of Arizona can get east without struggling with traffic. This will be especially important during the prolonged construction at Georgetown/MedStar hospital which is expected to generate large amounts of truck traffic on Arizona.</p> <p>I also support improvements to the trail connected to the bridge but feel that it is important that the surface is porous. I recommend something like the towpath in the Canal which is attractive, natural looking and pleasant to walk on but won't encourage fast bike traffic.</p> <p>Thanks, Ellen Maxwell XXX Sherier Pl NW</p> <p>Ellen Maxwell</p>
<p>Anna,</p> <p>I did not attend the meeting you had in the Palisades, but I did look at your Powerpoint. It's amazing the work that has already been done on this project! It is going to be fantastic when it is finished!</p> <p>I am emailing you today to voice my support for the natural looking trail that is proposed. The surface will be such an improvement over what is there now. Currently, we have to navigate mud, uneven terrain and lots of bamboo. If you are at all unsteady on your feet, it's very easy to trip and possibly fall. A smooth path with pedestrians in mind will be such an improvement for older people, strollers and family bike rides to get to the rec center. After all, isn't everyone always complaining about the traffic on Sherier? This will encourage more locals to walk or ride bikes.</p> <p>I have been the administrator for 18 years and have attended every Palisades Citizens Association meeting during that time. I know first hand how cranky people get when changes are made that are close to their property. It is important to realize that this is <u>public land</u> and should be improved for the betterment of all. It really is not fair to stop progress for selfish reasons.</p>

Comments
<p>Thank you for listening to my personal thoughts on the subject.</p> <p>Anne Ourand Palisades Citizens' Association Administrator</p>
<p>Hi Anna, I hope this email finds you well.</p> <p>A quick note that we are very excited about the proposed bridge construction across Arizona. It will help our kids walk safely to and from Key Elementary School every day, and improve access to the Palisades Recreation Ground year round.</p> <p>From a practical perspective, I'd ask you to consider encasing the ramps leading up to the bridge - we know from our own and our neighbors' kids that they love the challenge of kicking or bouncing their basketballs/soccerballs up the ramp, and the balls could easily bounce over the railing into traffic if the sides weren't fenced.</p> <p>Thank you, Konstanze Frischen Sherier PI NW</p>
<p>Anna,</p> <p>I assume you know that the DC Recreational Trail Advisory Committee (mayoral appointed commissioners who serve as required by the Federal Highway Administration statutes) have taken a position in favor of improvements to the trolley trail. If you need more comments or a copy of a letter for the file, let me know.</p> <p>Sincerely, Jack Koczela, Co-Chair DC Recreational Trail Advisory Committee</p>
<p>Hi Anna and Zahra,</p> <p>I live in the Palisades but could not attend the recent trolley trail/AZ presentation.</p> <p>I wanted to state for the record that I support a limited, minimalistic gravel bike path on the trolley trail. It would be great to have bikes be able to use that space to travel through the neighborhood.</p> <p>Thanks for your hard work on this.</p> <p>Best, Florence Williams Cathedral Ave.</p>
<p>Dear Anna –</p> <p>I want to write to you to let you know that I think the whole team working on the proposal for pedestrian improvements at the Arizona bridge and the connecting trail have done a great job. When it is completed this trail will be a valued neighborhood asset, we'll wonder how we lived without it for so long. It will be a community-building connection that brings our neighborhood together. While the current trail is scenic, its condition means its use is limited to those who are confident of foot and in all but the driest weather it is unpleasantly muddy. Decades of neglect have led to serious erosion and water-management issues. The improvements you have laid out will result in a trail that is accessible to people of all ages and abilities, and usable in almost all weather. The attention will address the erosion and water management issues, guaranteeing that this neighborhood jewel will be available for generations to come.</p>

Comments
<p>Thank you for your thoughtful work.</p> <p>Sincerely, Nick Keenan XXX Sherier Place</p>
<p>Hi Anna,</p> <p>I'm a DC resident writing to express support for the Palisades trolley trail renovation. There is currently no easy way for residents of the Palisades, Foxhall, and connecting neighborhoods to transverse it east-west on foot or bicycle. MacArthur Blvd. is a pedestrian-hostile roadway. The Palisades trolley trail will make it much easier for people with children to reach the Palisades Playground and Splashpark without a car (parking there is very limited), and make it possible for residents of the Palisades to enjoy a nice walk outdoors without any annoying car traffic. Furthermore, it is not likely to attract lots of outside traffic because it won't really connect to anything. It will simply connect the neighborhood together. That's my two cents, thanks!!</p> <p>Peter Krupa</p>
<p>Dear Anna,</p> <p>I attended the recent community meeting at the Palisades Library and I've followed this issue more broadly for the last few years. I write to encourage DDOT to continue with the plans as-presented. I have spoken with neighbors in different parts of the Ward 3 area -- some of which are my constituents -- and most of them share support for this plan or one substantially similar.</p> <p>I believe there are some changes DDOT could implement that would ameliorate some of the concerns that I heard expressed during the community meeting, but these are changes and not a wholesale re-imagining of the proposal.</p> <p>Troy</p> <p>Troy Kravitz ANC Commissioner 3D02 (Spring Valley)</p>
<p>Dear Anna,</p> <p>First of all, I'd like to thank you for your work on the plans for a new footbridge across Arizona ave and the adjoining Trolly Trail improvements.</p> <p>I live on Macomb Street NW, north of the trail and my kids and I use the trail and existing footbridge daily. It's a pleasure being away from traffic, but the dirty/rocky single track can be challenging for my 7 year old, especially when it's muddy.</p> <p>An improved crushed-rock trail would be absolutely lovely and really be a very useful addition to our neighborhood, community, and city. It would also allow access to wheel chairs, smaller kids, and others for whom muddy/rocky singletrack can be prohibitive. Macarthur blvd is so busy, Sherrier is so</p>

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<p>narrow, that really the Trolley Trail is the only safe option for family cycling to and from the Palisades Recreation Center for many users.</p> <p>I understand opponents to trail improvements worry about bike speed similar to their complaints about the Capital Crescent, but I'm convinced they're not warranted. The Trolley Trail would not be a commuter trail, nor would it be attractive to the high-speed road bicyclists that frequent Macarthur blvd in the area (NCVC, etc).</p> <p>Please know that support for the new Trolley Trail is widespread, and would be an absolute gem for our city and community.</p> <p>With thanks and regards,</p> <p>Andrew Davis XXX Macomb St NW</p>
<p>Dear Ms Bentley,</p> <p>I just wanted to send you a quick note in support of the palisades trolley trail project. The District needs to diversify the transportation options for its citizens. Unfortunately for those of us who like to bike or walk for convenience and recreation, there are very few connections from Northwest DC to Georgetown and to Downtown. Palisades, in particular, is cut-off for most modes of transport except cars. The Palisades trolley trail is a rare resource that provides a connection that can support recreation and alternative transportation. I believe it will be possible to develop this project in a way that addresses the concerns of neighbors, while putting this resource to good use.</p> <p>Thank you for your work on this project.</p> <p>Thomas Fine XXX Faraday NW</p>
<p>Good afternoon,</p> <p>I'm writing to express my support for building this trail. As has been shown with the Capital Crescent, paths like this are in high demand by users of all stripes. I also hope that WMATA allows a solution that preserves the bridge near Georgetown, but that's a separate issue!</p> <p>Thank you for your time,</p> <p>David King Glover Park</p>
<p>Hi Anne,</p> <p>I live in the middle block of Carolina Place, NW. I am writing to request the proposed sidewalk on Arizona be extended from Dorset to Carolina Place, NW. I also support plans for improving drainage and improving the path the old trolley path to the recreation center. We</p>

Comments
<p>look forward to have improved access to the recreation center.</p> <p>Thank you,</p> <p>Mary Ann Floto XXX Carolina Place, NW</p>
<p>Hello,</p> <p>Just adding my voice to others who may have written in to support the idea of extending the paved walkway from the bridge to Carolina Place NW (currently an earthen path, difficult to navigate with strollers or walkers).</p> <p>Heather Dolstra, CTC, VP XXX Carolina Place NW</p>
<p>I am writing to express my full support to all suggested improvements for the pedestrian bridge over Arizona Avenue and connecting trail.</p> <p>I am much more interested in seeing improvements made to the connecting trail, which has been rendered useless because parts of it have become so overgrown and poorly maintained. My understanding is that a hard gravel path would be installed, which sounds ideal to me and would allow members of the community to use the trail more frequently. I'm not asking for a highway or even a bike path. I just want something to make the trail walkable because right now, it's not.</p> <p>I hope that you don't allow the loud voices of a few interested folks (ones who happen to live closest to the trail who want to discourage people from using that public right-of-way) outweigh the quieter voices of the many people who simply want a simple, usable path.</p> <p>Thanks for your consideration.</p> <p>-- John Ourand Palisades resident</p>
<p>Dear Anna,</p> <p>I live in DC and work in the Palisades. My children go to school there. Please build the trail. My children and I would bike on it! Without the trail, it is hard to get around with young kids and bikes in the Palisades. It would make the Palisades much more bike accessible. And everyone knows how bad traffic gets during after-school pickup time sometimes. Let's push things toward fewer cars and more bikes! :)</p> <p>Best,</p> <p>Jonathan</p>
<p>Hi Ms. Bentley;</p>

Comments
<p>I want to submit comments on the proposed rehabilitation of the pedestrian bridge over Arizona Ave. Since I live close to the bridge on Carolina Place, I am a frequent user of this bridge and trail.</p> <p>Comments:</p> <p>1.) Support <u>the creation of a sidewalk from Dorset to Carolina Place along Arizona</u>. This improvement is needed and would enhance safety.</p> <p>2.) Support <u>using loose gravel on the trail</u> such as that found on the C&O towpath. I am a frequent biker in the area and know gravel is a perfectly good surface on which to ride a bike while also slowing down my fellow cyclists who tend to go too fast and endanger pedestrians. A hard paved surface such as asphalt or concrete allows bikes to speed along at a greater velocity while reducing pedestrian use. This is all too common on the Capital Crescent Trail which has asphalt. Gravel also has the safety benefit of creating a sound which gives warning to pedestrians that a bike is descending upon them.</p> <p>Thank you for reading these comments.</p> <p>Rod Hastie Carolina Place NW</p>
<p>Dear Anna,</p> <p>Many thanks for making public the presentation document on the project in subject that was presented earlier in April to a Palisades community meeting, which I was unfortunately unable to attend.</p> <p>I write to express support for the general concept of the project, which as I understand it is to ensure a functional bridge over Arizona Avenue and graded access ramps to it from both sides of this busy vehicle road. Since retirement several years ago, I have delighted in exploring more of my Ward 3 neighborhoods by bicycle as my main form of exercise, and seek out off-road trails and low-volume roads to do so. This proposed project addresses an important link in such a bicycling network by providing a safe passageway across busy Arizona Avenue, and allowing cycling residents and visitors to the Palisades to move from one end of the MacArthur Blvd. commercial corridor to the other, safely off-road. This has appeal to me not only for my health-oriented cycling, but also as an attraction to cycle to the restaurants and other commercial establishments which provide such character to the Palisades neighborhood. I believe that a trail surface can be judiciously chosen to balance maintenance costs with multi-use safety considerations.</p> <p>The presentation document provides lots of good ideas and options for materials and aesthetics. I am sure that the project can be successfully advanced to the benefit of neighborhood mobility, health, and enjoyment of the outdoors.</p> <p>Kind regards, Stephen</p>

Comments
<p>Dear Anna –</p> <p>I wanted to take the time to write in support of the pedestrian bridge and trolley trail enhancements at Arizona Ave. in the Palisades Neighborhood.</p> <p>Both the trail and the bridge are great amenities that we enjoy quite often with our kids and dog when going out for a stroll or a jog. Unfortunately, our ability to enjoy the trail is largely hindered by the storm water management issues the trail suffers from turning it into a mud pit thus making its use practically impossible for extended periods of time.</p> <p>The trail and bridge also help funnel neighborhood kids/adults to the amenities offered at the rec center reducing the vehicular load on Sherier Place and providing safer access to the park.</p> <p>Many thanks,</p> <p>Joseph Khoury</p>
<p>Anna,</p> <p>Good morning. My apologies for the lateness of this letter of support, but I wanted to weigh in with my thoughts on the proposed project.</p> <p>Should you have any questions at all, please feel free to contact me.</p> <p>Thanks so much,</p> <p>Jessica Davis XXX Macomb Street, NW</p> <p>May 15, 2018</p> <p>District Department of Transportation 55 M Street SE, Suite 400 Washington, DC 20003</p> <p>Dear District of Columbia Department of Transportation,</p> <p>As a longtime resident of the District, I have had the honor of witnessing the city develop and elevate to meet the everyday needs of its nearly 700,000 residents. From ensuring pedestrian safety in one of the nation's most walkable cities, to encouraging the increased mobility of all residents – DDOT's proposed reconstruction plans of the Arizona Avenue NW Bridge further validate this notion. I fully support the reconstruction and rehabilitation of the pedestrian bridge and connecting trail at Arizona Avenue NW as proposed.</p> <p>The Arizona Avenue NW Bridge and Trail represents more than a simple means to cross a busy road. The bridge and trail serve many tangible and symbolic purposes for neighborhood residents and visitors alike. For example, the Arizona Avenue Bridge and Trail have long provided a route to school and sporting events, and even serves as a pop-up exhibit that often showcases the work of the neighborhood's youngest resident artists. The bridge and trail is a microcosm of the beauty and duality of the District's culture.</p>

Pedestrian Bridge Over Arizona Ave: Public Comments Received

Comments
<p>The rehabilitation will provide many positive outcomes for neighborhood residents and visitors. Given the proposed reconstruction plans, the bridge revitalization will improve walkability during inclement weather, and increase pedestrian and cyclist safety. Such improvements are not only necessary, but essential to everyday life. Furthermore, the reconstruction and rehabilitation of the bridge will also make the neighborhood more inclusive of all residents and visitors by making the bridge and trail ADA compliant. This change allows all residents to easily access both entrances of the bridge and trail supporting the District's Move DC, Vision Zero, and Sustainable DC initiatives.</p> <p>In conclusion, I fully support the reconstruction and rehabilitation of the Arizona Avenue NW Bridge and Trail in efforts of the District remaining the most livable city in the U.S. Although seemingly small in comparison to other larger infrastructure projects, the reconstruction of the bridge and trail will provide increased safety and usability for not only my neighborhood, but all residents and visitors that use the trail and bridge. Once again, I appreciate the DDOT's decision to rehabilitate the Arizona Avenue NW Bridge and connecting trail and look forward to the completion of the project.</p> <p>Respectfully,</p>
Comment letter sent, see below

Comments



May 21, 2018

Zahra Dorriz
District Department of Transportation
55 M Street SE, Suite 400
Washington DC 20003-3515

Re: Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue NW

Ms. Dorriz,

I am pleased to submit comments on behalf of the Washington Area Bicyclist Association (WABA) and our 6,500 regional members. The reconstruction and rehabilitation of the pedestrian bridge and trail at Arizona Avenue is an important project that will provide residents of our city more sustainable transportation and recreation options.

WABA supports the rehabilitation project and the development of the trail. There is great potential to connect to the Palisades Recreation Center with the adjacent neighborhoods, as well as providing a safe and convenient crossing of Arizona Avenue for those who walk and bike.

Neighborhood trails like the one proposed in this project are one of the most valued assets for DC residents. Projects like this bridge and trail allow our city to meet goals outlined in plans including MoveDC, GreenDC, Sustainable DC, FitDC and other initiatives.

This project is also an example of the implementation of the Mayor's commitment to Vision Zero. Building off-road infrastructure for residents who walk and bike will result in increased mobility without increased risk of traffic fatalities.

The mission of the Washington Area Bicyclist Association is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation. We fully support this project and urge DDOT to move forward with planning and implementation.

Thank you,

Katie Harris, Trails Coalition Coordinator

2599 Ontario Road NW | Washington, DC 20009 | waba.org | (202) 518-0524

I moved to the Palisades a little over a year ago and I oppose any terrain changes to the Palisades trolley trail. Having lived in Chevy Chase one block from the crushed gravel portion of the Capitol Crescent Trail between Bethesda and Silver Spring for twenty years, I can tell you that the introduction of a crushed gravel surface will promote commuter/high speed cyclist usage at the expense of the type of true mixed usage we see on the Palisades trolley trail today. Sadly, the Purple Line construction project has entirely removed the Jones Bridge portion of the trail and adjacent canopy in Montgomery County. Here in D.C., we need to preserve the remaining natural settings that occupy areas adjacent to the Capitol Crescent Trail which is already an adequate resource for cyclists in a hurry .

Alan Kirk
XXX Sherier Place NW

Ms. Bentley,

Comments
<p>As a resident of the Palisades for 11 years, I have always had a challenge accessing the pedestrian bridge over Arizona ave.</p> <p>We live on Cathedral Ave off Arizona, and our main pedestrian access to the pal. recreation center is the bridge and pathway. However with 2 small kids, we have often struggled climbing the dangerously deteriorating walkway and muddy path in our bicycles. I viewed the proposal, and as an architect in the District of Columbia, I applaud the designs put forth. Although I prefer the bow string truss in black, all would be a welcome addition to the neighbor and finally provide the needed connection from homes north of MacArthur blvd to the rec center.</p> <p>Kevin Nigri XXX Cathedral Ave NW DC</p>
<p>Dear Ms. Bentley,</p> <p>I am writing to you to express my concerns regarding the Glen Echo Trolley Trail refurbishing proposal in the Palisades. Although I believe there is a need to rebuild the pedestrian bridge over Arizona Blvd., I strongly disagree with the motion to change the path on the existing trail between Galena and Sherier/Nebraska.</p> <p>I like the idea of reconstructing/rehabilitating the pedestrian bridge. As a safe route over Arizona, the pedestrian bridge has provided a path for my family to visit friends on the other side of the neighborhood. The proposal to rebuild the bridge, as long as it's met with consideration for the existing path and residents, would be a welcomed improvement.</p> <p>It's concerning that construction of the proposed trail would disrupt wildlife and welcome heavy traffic very close to our neighbors backyards. The proposal to change the path from it's natural state seems incredibly disrespectful and detrimental to the property value of those homes backing up to the park.</p> <p>My family and I have lived in the Palisades on Sherier Place, across from the park entrance for over 10 years. Within those 10+ years, my husband, 2 children, and myself have enjoyed daily walks with our dog along the natural green space between the park and Galena. I know I would personally hate to see the existing path changed from it's natural state to a paved, man-made material, or marked pathway. It has been a treasure of the Palisades to be able to take walks along un-marked trails from Sherier/Nebraska, through the back of the park, and over to Galena. It's like hiking, without really hiking. It would be such a disappointment to lose this aspect of our neighborhood.</p> <p>The trail, as-is, is definitely a treasure. Our neighborhood is blessed with so many nearby commuter routes. Please consider keeping the natural state of the trolley trail.</p> <p>Thank you for your time and attention, Jackie</p> <p>Jackie Jackson Vann Sherier Place NW</p>
<p>I am writing again to communicate my support for the pedestrian bridge and trolley trail enhancement</p>

Pedestrian Bridge Over Arizona Ave: Public Comments Received

Comments
<p>at Arizona Avenue in the Palisades.</p> <p>I abut the trail along the Sherier loop (I can open a gate and step onto the trail) and am excited at the prospect of improvements which will make the trail more usable. For the dozen years I have lived on Sherier Place, drainage issues have made sections of the trail impassible for close to a week after it rains, and I am looking forward to that changing.</p> <p>Chas</p>
<p>Hi Anna,</p> <p>I'm a Ward 3 resident hoping for more accessible bike paths that my family and I can use to get around safely and enjoyably. The Palisades Trolley Trail is a unique resource that connects a neighborhood we like to visit and enjoy with other safe bicycle trails. We would greatly like to see it stabilized and developed as a resource for the city, similar to the great work on the Kingle Valley Trail.</p> <p>Best, Matt Caywood</p>